AMENDMENTS TO THE SPECIFICATION:

Please replace the paragraph beginning at page 7, line 18, with the following revised paragraph:

Referring to Fig. 1, an internal combustion engine 10 is connected to a radiator 20 for cooling engine cooling water (coolant) following through an ~~inleT1assage~~ inlet passage 11 and an outlet passage 12. The ~~inleT1assage~~ inlet passage 11 and the outlet passage 12 are connected by a bypass passage 13. A rotary flow control valve 30 is placed at the junction of the outlet passage 12 and the bypass passage 13. An electric water pump 35 is placed between the flow control valve 30 and the engine 10 in the outlet passage 12. A radiator fan 21 is disposed behind the radiator 20. A fan motor 22 drives the radiator fan 21 when necessary.

Please replace the paragraph beginning at page 12, line 13, with the following revised paragraph:

Referring to Fig. 3, the ECU 60 receives the engine speed signal NE, i.e., a signal indicating the operating condition of the engine 10, provided by the engine speed sensor 15, the intake pressure signal PM, i.e., a signal indicating load on the engine 10, provided by the intake pressure sensor 19, and the vehicle speed signal SPD provided by the vehicle speed sensor 51 or the AT control signal ~~AT1rovided~~ AT provided by an AT controller 53 at step 201. At step 202, a traveling mode, i.e., an uphill traveling mode, a downhill traveling mode or a level traveling mode, is determined from maps stored in the ROM 62 by using the engine speed signal, the intake pressure signal and the gear ratio signal received at step 201 as parameters. The traveling mode of the vehicle may be determined on the basis of information provided by the AT controller, i.e., traveling mode information.

Please replace the paragraph appearing at page 48, line 24 – page 49, line 4, with the following revised paragraph:

When the engine 2011 is a direct injection type capable of a stratified-charge ~~learn-burn~~ lean-burn operation, the heat generation rate reducing control operation may include a stratified-charge lean-burn control operation. A stratified-charge lean-burn operation can use a lean air-fuel mixture, and thereby combustion heat generated by each cylinder can be reduced to reduce the heat generation rate of the engine 2011.